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1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
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BIRTH.

On September 28th, at Kowloon, the wife of F. A. RICKARD, Hongkong and Shanghai Bank, of a son.

DEATHS.

On September 23rd, at Shanghai, WALTER DUNN, aged 53 years.
On September 23rd, at Shanghai, ELIZABETH, beloved wife of H. SPATER, aged 23 years.

HONGKONG OFFICE: 10A, DES VERT ROAD
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 29TH, 1910.

An interesting discussion has been proceeding in some of the English papers published in Japan as to whether Japan was bound to take over all Korea's international obligations when she annexed Korea. The *Japan Mail*, which is recognised as one of the organs of the Japanese Government, declares that no such theory can be entertained, and asserts that it is fully recognised that "no compact entered into by a State continues to have validity after that State has, by force majeure, been deprived of competence to execute such compact." How long, we wonder, has this been "fully recognised"? Has Sir EDWARD GREY, the British Secretary of State for Foreign Affairs, fully recognised it? We ask the question because it is well known that Sir EDWARD GREY not very long ago held a contrary opinion. On the eve of the formal proclamation of annexation of Korea there was a good deal of speculation in England as to what attitude had been taken up by Sir EDWARD GREY, for in the analogous cases of Bosnia and Madagascar he took up a strong and definite attitude. Two years ago the right hon. gentleman stated the legal

question in the parallel case of the annexation of Bosnia and Herzegovina by Austria in these terms:—

We cannot recognise the right of any Power or State to alter an international treaty without the consent of the other parties to it. We cannot ourselves recognise the result of any such action till the other Powers have been consulted. If it is to become the practice in foreign politics that any single Power or State can at will make abrupt violations of international treaties, you will undermine public confidence with all of us.

There was every reason why Sir EDWARD GREY should have taken an equally strong stand in regard to Korea, for on the question of British interests and treaty rights in Korea, as was most appositely observed by Mr. LUCIEN WOLF in a contribution to the discussion, "if there is anything clear about British policy in the Far East as laid down and followed since the scramble began in the 'nineties, it is that whatever territorial changes may be effected, the economic status quo, and especially the Open Door and equality of opportunity for all the Powers, shall be maintained. Over and over again this principle has been formulated by Lord ROSEBURY, Lord SALISBURY, Mr. BALFOUR, Mr. CHAMBERLAIN, and Sir EDWARD GREY. But not only did Sir EDWARD GREY give his unqualified adhesion to this principle; throughout 1898 he was unsparing in his criticism of Lord SALISBURY's Government for what he held to be their weakness in enforcing it." The following most interesting passage occurred in a speech made by Sir EDWARD GREY at Liverpool on January 20th, 1899, referring to the case of Madagascar, which is a close parallel to that of Korea:—

He did not believe that trade followed the flag, but what was no doubt true was that where the flag of other nations went British trade might be excluded. An instance of that was to be found in Madagascar. All they desired in regard to that matter was to request France to respect our treaty rights, or if our treaty rights were to be extinguished, to see that they were only extinguished in return for compensation elsewhere. What had happened in Madagascar was what might happen on a much larger scale in China, and that was why they had been so anxious to see that the Government were watchful about China. They would continue to do their best, and would stand up and ask that the influence of this country should be used in favour of the policy of the Open Door.

As Mr. WOLF remarked, this speech is at once a prophecy and a pledge. The prophecy has now come true, and we know, to what extent the pledge has been fulfilled. We know that British treaty rights in respect of trade and commerce are not to be interfered with for ten years, and we may conclude from this arrangement that the right of Japan to cancel an international treaty without the consent of the other parties to it has not been admitted in this case, and, it may be, that it was never even claimed as a right. Annexation would seem to have been "by arrangement" and "on terms." We note that a special correspondent of *The Times* who has been deputed to visit Korea has had an interview with the Resident-General. He asked for some assurance as to the inviolability of foreign vested interests after the expiration of the term of ten years. While H. E. VISCOUNT TEKAUCHI did not undertake to say what might happen after the expiration of that period, it is reported that he did unhesitatingly assert that permanent respect would be paid to the vested interests of foreigners in the Peninsula.

H.M.S. Kent, the first of the British squadron to return from the North, reached port yesterday morning.

The warships in the harbour dressed ship yesterday in honour of the anniversary of the birthday of the Dowager Queen Amelie of Portugal.

It is notified in the London *Gazette* that the King has approved the appointment of Señor Don Adolfo Maria de Lourdes Soares as Consul of Bolivia at Hongkong.

Steps have been taken to institute a Boy Scouts Corps in Shanghai in connection with the Boys' Brigade. The Corps will be on identical lines with Home Corps.

We understand that Mr. Wm Logan, manager for Messrs. David Sassoon & Co., Ltd., has been invited to become a member of the Court of Directors of the Hongkong and Shanghai Banking Corporation.

A Chinese contemporary states that an electric light company has been started in Changking, with purely private capital amounting to 300,000 dollars. It is managed by Germans and British.

"What is the Chamber of Commerce?" enquired counsel of a European witness who gave evidence in the Supreme Court, Singapore, on local custom in the produce trade. "Well," said the witness, "it is a body that meets together."

The Rev. A. P. Crofton, B.A., Assistant Chaplain of the Missions to Seamen, Hongkong, who, it is expected, will be taking charge of the Shanghai Seamen's Mission in a few weeks' time, was the preacher at both the morning and evening services at St. Andrew's Church, Shanghai, on Sunday last.

Messrs. Thomas Cook & Son have just issued a useful list of sailings from Shanghai and Hongkong for the passenger season 1911. The list also gives the time-table of the International express on the trans-Siberian Railway.

Prince Tsai Tao in a memorial to the Throne says China at the present time is in a very critical condition and suggests that the Viceroy and Governors, who have no adequate knowledge of modern methods of Government, should be changed.

Mr. R. C. Gould, a solicitor at Penang, who was fined for misappropriation of a client's money on September 9, has been charged with swearing a false affidavit before the Registrar of the Supreme Court, and has been admitted to bail in one thousand dollars in two securities.

The death occurred at Glenbrook, County Cork, Ireland, on August 24th, of Mr. John Jones, late warden of Victoria Gaol, Hongkong. Deceased, who was 77 years of age, went on pension 17 years ago, having then completed 33 years in charge of the gaol. He arrived in Hongkong in 1860.

We are asked to state that a Jumble Sale will be held at Victoria Barracks on October 5th for the benefit of the wives of soldiers. Mrs. Stapleton and Mrs. Twiss will gratefully receive contributions at the Peak Hotel, or parcels may be sent before Tuesday 5th. Serjt. Kemp, R.A., C.R.A.'s Office, Victoria Barracks, any day before 4 p.m.

The steamship *Glenogle*, which arrived yesterday from Singapore, reported that on Sunday at ten minutes after noon a Chinese deck passenger jumped overboard. A boat was immediately lowered and a search made for him, but without success. A heavy sea was running at the time. The vessel proceeded on her voyage at 1 p.m.

The death is announced at Singapore of Mr. Charles Clunies Clunies-Ross, son of Mr. John George Clunies-Ross, Mr. Clunies-Ross, who had been ailing for some time, was in his sixty-fifth year, and was, we believe, a younger brother of the late Governor of the Cocos Islands. He was well-known and highly esteemed in Singapore.

The death is announced of Mr. G. Morris, French Consul at Hankow. Mr. Morris had been ill for some time, but a fatal termination was not expected, as he was reported to be doing very well after the second operation had been performed. Mr. Morris has only been in Hankow for about nine months. He leaves a widow and two children.

According to Chinese information a Chinese from Java has petitioned the Ministry of Agriculture, Industry and Commerce, suggesting the establishment of a commercial bank. He reports that he has raised Tls. 1,500,000, and requests that the Board should provide Tls. 3,000,000 and suggests that the bank should be a joint government and private enterprise.

Mr. Walter Dunn, proprietor of a well-known marine store in Kiangsu Road, Shanghai, died at the Victoria Nursing Home last week, after a short illness. He came out to China, as a marine engineer, was secretary of the Marine Engineers' Institute at Shanghai for some years, and then started business on his own account, catering particularly for a nautical and engineering clientele.

The Representatives of the Provincial Councils, who a year ago, for the second time, presented a petition to the Throne for the immediate introduction of Constitutional Government, appear to have remained in Peking ever since with a view to again memorialising the Throne. But all efforts of that kind have been blocked by the Censors. Now the Prince Regent has consented to receive another petition.

A typhoon warning received by the American Consulate-General, Hongkong, from the Manila Observatory at 10.40 a.m. yesterday reported a cyclone or typhoon S. E. of Formosa moving N.W. or N.N.W. A telegram received at 6.30 p.m. read:—"Cyclone or typhoon near or over Bashi channel inclining westward." The red cone was hoisted yesterday afternoon and the three green lights at night indicated that the typhoon was more than 300 miles distant. The floating population acted on the warning.

A draft Freight and Steamships Enactment has been published in the Federated Malay States *Gazette*, the objects and reasons of which state that the draft reproduces with necessary formal alterations the Bill now being dealt with by the Colonial Legislature, and declares that the reasons which led to the introduction of the measure in the Straits Settlements exist also in the States. The clause proceeds to detail the present state of affairs and states that to be effective the regulations should be uniform in the States and the Colony.

BOATING ACCIDENT ON LAKE CHUZENJI.

NARROW ESCAPE OF TWO FOREIGNERS.

On the afternoon of the 4th instant a boating accident occurred on Lake Chuzenji, where Colonel Martin of Hongkong was drowned a few years ago. Two brothers, Dutchmen, named Fromer (P), guests at the Lakeside Hotel, hired a boat, and under the guidance of a Japanese went boating on the lake. Upon reaching a rock known as the Bonji-ji, the boat was caught in a squall and capsized. One of the foreigners managed to reach the shore, while his elder brother and the Japanese guide clung to the overturned boat. The incident was witnessed from the shore by several Japanese, who at once sent out a rescue party and rescued the two men in distress. —*Japan Gazette*.

TELEGRAMS. TELEGRAMS.

[Protected by the Telegraph Message Copyright Ordinance, 1894.]

[REUTERS'S SERVICE TO THE "HONGKONG DAILY PRESS."]

THE SARATOGA CONVENTION.

MR. ROOSEVELT ELECTED CHAIRMAN.

LONDON, September 28th.
The Republican Convention held at Saratoga has had a stormy sitting over the election of its Chairman.
Mr. Roosevelt was triumphantly elected by 567 votes against 445 given for Mr. Sherman.

PRINCE TSAI IN AMERICA.

LONDON, September 28th.
President Taft has received Prince Tsai Hsun and invited His Imperial Highness to dine at the White House.

GERMANY AND PORTUGAL.

LONDON, September 28th.
A Lisbon telegram states that the Kaiser has invited King Manuel to visit Berlin in December when there will be great festivities and a military review.

Special importance is attached to the visit.

GENERAL BOTHA.

LONDON, September 28th.
General Botha during the past three days has been so strongly urged in different parts of the country not to resign and received such repeated assurances of support that provided the other portfolios can be satisfactorily arranged, he will remain as Premier.

TURKEY AND AUSTRIA.

LONDON, September 28th.
The Turkish Grand Vizier has had an interview with Baron Aehrenthal, the Austrian Foreign Secretary, at Vienna and has proceeded to Constantinople.

LIEUT. SUTOR'S SENTENCE.

LONDON, September 28th.
Lieutenant Sutor, R.G.A., who was court-martialled for a breach of the King's regulations in publishing a pamphlet entitled "The Army System: why we muddle through £30,000,000 a year during peace," was sentenced to dismissal from the service, but on advice tendered to H.M. the King by Mr. Haldane, Secretary of War, it has been commuted to a severe reprimand.

LORD CHARLES BERESFORD AND THE NAVY.

12 DREADNOUGHTS AND A NAVAL LOAN DEMANDED.

LONDON, September 28th.
Admiral Lord Charles Beresford, in an open letter to Mr. Asquith, declares that the safety of the Empire demands immediate provision for the laying down of seven Dreadnoughts in addition to the five to be laid down next year.

He quotes the number to be laid down by the Powers comprising the Triplets as 13 or 14.

Unless, he says, the Government lay down another seven ships the position will be fraught with a danger that cannot be exaggerated. The strength of the Fleet must be measured by the work it has to perform. Admiral Beresford insists on the necessity of maintaining a powerful fleet in the Mediterranean, a strong squadron in the Far East and adequate protection for our interests in the Dominions over the seas and in India. To meet these demands a substantial naval loan is requisite.

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THE TIENTSIN-PUKOW RAILWAY LOAN.

PEKING, September 28th.

The contract for the balance of the Tientsin-Pukow railway loan, £4,800,000, was signed yesterday by representatives of the Chinese Central Railways, Ltd, the Deutsche-Asiatische Bank and the Chinese Government.

The interest is 5-per cent, and the loan is redeemable in thirty years. The issue price is not fixed. Additional provincial revenues are given as security; otherwise the contract is similar to that for the original loan.

THE NEW GRAND SECRETARY.

PEKING, September 28th.
Hsa Shih Chang has been appointed Grand Secretary.

[FROM SOUTHERN PAPERS.]

COLONEL GAEDKE CRITICISES THE TERRITORIALS.

LONDON, September 21st.
Colonel Gaedke criticises the Territorials infantry a good deal.

Of the three chief arms he considers the artillery the best.

He sums up the Territorials as unready to-day to successfully oppose invasion.

The condition of the infantry make this impossible, but they will soon be a very respectable army, if their growth is sustained.

AVIATION.

LONDON, September 22nd.
The aviator Barnes fell fifty feet at Folkestone and fractured his skull.

Sir Hiram Maxim has abandoned experiments in aviation on the eve of completion of a biplane from which he expected the greatest things. He has explained that he is over seventy-two years old, and that he is unable to trust the workman, and also that he has been discouraged by the many fatalities.

INTERNATIONAL UNEMPLOYMENT.

LONDON, September 2nd.

Twenty-one nations are represented at the International Anti-Unemployment conference being held in Paris.

The British delegate is Lord George Hamilton, the ex-Cabinet Minister.

M. Bourgeois declared that the elements of the problem are hardly understood. The labour market must be universally organised.

A committee will be appointed to frame a status of international organisation.

THE KOWLOON RAILWAY.

Yesterday afternoon the staff of the Kowloon-Canton Railway, accompanied by a number of friends, made a trip over the route in a train comprising a first class, a second class, and a composite carriage. The ride was pronounced most interesting and enjoyable.

Guests to whom railway tickets have been issued for the opening ceremony of the British Section of the Kowloon-Canton Railway on Saturday are kindly requested to enter the Railway terminus at Tsim Sha Tsui by the station gate at the junction of Canton Road with Salisbury Road.

A TRUCULENT JAMAICAN.

Cyril Harris, a distressed British subject, who was shipped to this port by the British Consul at Manila a few days ago, appeared before Mr. J. E. Wood at the Magistrate's yesterday charged with assault. As Detective Sergeant Terrett was proceeding along Hollywood Road he observed the defendant in the custody of a Chinese constable. Suddenly the Jamaican wrenched himself free, struck the constable a heavy blow on the chest, and attempted to escape. Then Sergeant Terrett intervened, and Harris kicked him viciously. The Sergeant closed with him, got him in a secure grip, and marched him up to the Central Police Station. When placed before the Inspector on duty Harris refused to give any account of himself, and when Inspector Marison ordered the charge-room constable to search him, the Jamaican snapped at the policeman's fingers like a wild dog. Sergeant Terrett and Willmott went to the assistance of the constable, and in the struggle which ensued Harris bit Willmott through the arm. Then he turned on Sergeant Terrett and snapped at his leg. Fortunately for the detective, he had a bunch of keys in his pocket, and the teeth of the coloured man closed on those. For some time the Jamaican kicked and fought savagely, but he was eventually overpowered and locked-up in a cell. When his Worship heard the evidence yesterday he sent the defendant to prison for one month with hard labour.

LOCAL SPORT.

HONGKONG FOOTBALL CLUB.

The annual meeting of members of the Hongkong Football Club was held at the office of Messrs. Jardine, Matheson & Co. last evening, when Mr. Frank Brown presided over a fair attendance of members.

The Secretary read the notice calling the meeting.

The CHAIRMAN said he thought members would agree that the Club had had a very successful season. The Association team did not do quite as well as usual, but it suffered to some extent because the Club had assisted in the formation of the Kowloon team and rather encouraged its men to go and help that team. The Club had really so few players that even one good man was missed. The Rugby XI, was highly successful, and that was due in a great measure to the captain, of the team, Mr. McIlraith (Hear, hear.) Those present had seen many good captains, but the speaker did not think they had ever seen a better. (Applause.) Regarding the accounts, a reserve of \$500 had been transferred, as there was a desire that the Club should have something a little more permanent than the pavilion, which was so frequently blown down. Mr. Brown concluded by thanking the various officers for the services they had rendered.

The report and accounts were then put to the meeting, and unanimously adopted, and members agreed to vote a sum of \$50 to the Shield Fund.

The Hon. Mr. H. Keswick was elected president of the Club, and the election of officers resulted as follows:—Hon. treasurer, Mr. O. J. Barnes; Rugby captain, Mr. H. W. Lester; Association captain, Mr. A. Gregory; Committee, Messrs. H. L. O. Garrett, P. W. Goldring, H. Hunter and R. C. Barlow.

The CHAIRMAN stated that an experienced Rugby player had called his attention to the fact that there were a large number of players on H.M.S. Bedford, both Association and Rugby, and that a concert, for the benefit of the widows and orphans of those who were drowned, was being given in the City Hall, on October 15th and 17th. He trusted that all members of the Club would do their best to make that concert a success.

Mr. Garrett proposed a vote of thanks to Mr. Brown for all he had done for the Club, and trusted that he would have a pleasant trip home and return in the best of health.

The vote was carried by acclamation, and Mr. Brown in reply said he was always glad to do anything for football, and whatever he had done had afforded him the greatest pleasure.

The report of the committee stated that twenty-three new members have been added to the list of members since the last report. During the season the Association team has not been so successful as in past years, winning only six of the matches played. Prospects are better, however, for the coming season. The Rugby Fifteen has had one of its most successful seasons, winning all eleven matches played, and scoring a total of 195 points, against a total of 41. Special interest was revived in Rugby owing to the energy of the Captain, Mr. G. D. McIlraith, and the inauguration of a special Challenge Cup, subscribed for by members of the Hongkong Football Club and of both the Services, to be played for annually by the Hongkong Football Club and teams representing the Navy and Army, respectively. The Club has the honour of being the first to win this trophy. The six-a-side competition was won this season by Mr. Weston's team. In the annual Shield competition the Club team was beaten in the first round by the Royal Garrison Artillery. The Club was unfortunately unable to accept the kind invitation of the Shanghai Football Club to send a team to that port. The hon. treasurer has much pleasure in showing a balance of \$458.42 to the credit of the Club and a balance of \$3.11 on the working of the Hongkong Football Shield. The Club now consists of 216 members.

HONGKONG HOCKEY CLUB.

The annual meeting of the Hongkong Hockey Club was held yesterday evening at the Jockey Club, Mr. J. Barton presiding. The annual report, in which the club accounts were stated to show a credit balance of \$19.65 and the Challenge Cup accounts a credit of \$37.64, was adopted. Mr. J. Barton was re-elected chairman, and the appointment of a successor to Mr. T. H. King, the secretary, who is going home shortly on leave, was deferred. Mr. L. Bird was re-elected captain, and Messrs. Barnes, Shaw and Johnson were appointed to the committee.

THE MAGISTRACY.

Owing to Mr. E. B. Halifax being slightly indisposed, Mr. J. R. Wood conducted all the business at the Magistrate's yesterday.

John Grant, an ex-surveyor in the Public Works Department, was yesterday committed for trial at the Criminal Sessions on a charge of obtaining a sum of \$21 by false pretences.

A bar boy was charged with stealing a sum of \$1.65 from the till of the Rose, Shamrock and Thistle Hotel. The charge was proved, and the defendant was sentenced to six weeks' imprisonment with hard labour.

A rogue and vagabond who was found on the premises of No. 75, Wellington Street on Tuesday night was sentenced to fourteen days' imprisonment.

A Chinese who stole nine pairs of boots and shoes from a merchant at Kennedy Town was sentenced to six weeks' imprisonment with hard labour and four hours' stocks.

SUPREME COURT.

Wednesday, September 28th.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. F. A. HAZELAND
(ACTING JUSTICE OF THE PEACE).

AN OVERSEER'S CLAIM.

Philip Pickford brought action against Palmer & Turner for \$51, being wages due from 3rd May to 21st May. Mr. Dixon, from the office of Mr. R. Harding, appeared for the plaintiff, and Mr. Jackson, (of Messrs. Johnson, Stokes & Master) appeared for the defendant. Mr. Dixon explained that on May 3rd plaintiff went to Palmer & Turner's office and was engaged as overseer at Shaukiwan. It was understood that it was only a temporary job, as plaintiff was expecting an appointment on the railway, and in consequence he accepted a very low salary. On the 20th May he received the appointment which he expected, and he asked Mr. Bird to tell Mr. Turner. Next day he called for his wages, taking with him a substitute, but Mr. Turner declined to accept the notice or to pay him his wages. Plaintiff afterwards wrote to Mr. Turner, and subsequently got Mr. Dixon to write also, but Mr. Turner took no notice of the letters. He did not know what the defence was.

Mr. Jackson said it was perfectly obvious. The plaintiff was engaged at \$100 a month, which was a very good salary for an overseer. Plaintiff then gave evidence. He stated that when he saw Mr. Turner he was out of employment. The latter told him the job would last five or six months, and he said that he would take the job as a temporary one, as he would accept the first permanent job he would obtain. Mr. Turner looked at his letters and remarked that plaintiff was a railway man, adding that he supposed he would take the first vacancy on the railway, to which plaintiff replied in the affirmative. Mr. Turner remarked to him that he was taking the job as a "go-between," and plaintiff said that that was so. The salary was to be at the rate of \$100 a month. He had got better money than that before, and he would not work for another white man for \$100.

What salary are you getting now?—\$180 and quarters and all found.

You accepted \$100 because it was a temporary appointment?—Yes, I took the job to pay my way.

You say that unless it had been a temporary job you would not have taken it?—Yes. No man in Hongkong can pay his way on \$100.

You worked up to the 20th?—I spoke to Mr. Bird on the Thursday and left on the Saturday.

What happened on the 19th?—I told Mr. Bird that I had got a better job and I asked him to advise Mr. Turner.

What happened?—Mr. Bird gave me no definite answer.

You saw Mr. Turner on Saturday?—Yes. Did you take anybody with you?—Yes, Mr. Bloom.

What was he there for?—I brought him to take my job.

Was he competent to take your place?—Yes. What happened when you saw Mr. Turner?—Well, he treated me very badly.

How did he treat you badly?—He turned his back on me. He said, "You get away. I won't pay you. I don't want to see your friend."

Cross-examined—Where are you now employed?—In Kowloon Dock.

Before that you were with Palmer & Turner?—Yes.

Where were you before that?—In Tai Koo Dock.

Before that where were you?—In the Customs. So that in the last four or five years you have had four or five jobs?—Yes, I had to do that to better myself.

You were in pretty low water in May last and consulted your friend, Mr. McEwan, whom you told you were anxious for work?—No, I never told any man that.

In fact you were not anxious for work?—Yes, I like my work.

Is Mr. McEwan a relation of yours?—He brought me out.

In his letter to Mr. Turner he said that you had no experience of this sort of work?—Yes. His Lordship: You never asked Mr. McEwan to write that letter?

Plaintiff—No.

You have never acted as overseer before?—No. Mr. Jackson: You don't know what salaries are usually paid?—More than \$100. \$100 is no use to any man.

Is that usually what an overseer gets?—I understand they usually get \$120.

When you saw Mr. Turner he said he would give you a salary of \$100 a month?—Yes, it would help me at the time.

Was it a nice way to treat Mr. Turner to go and tell him you had a better job?—What could I do? After the five months were up I would be out of work.

Will you be surprised to know that this contract will not be finished under a year?—He said that it would be finished in five or six months and he could not do any more for me.

You said at the time that your application to the railway was being considered?—Yes.

Are you going to call Mr. Lindsey or Dr. Hartley?—I can call Dr. Hartley.

Mr. Dixon: That is the case. Mr. Jackson: I think on the evidence of the plaintiff that the defendant is entitled to succeed. Plaintiff was employed as an overseer at \$100 a month.

His Lordship: I think on the evidence there is a case to go to the jury. He says it was only temporary.

Mr. Turner then went into the witness-box and stated that when he engaged plaintiff there were almost twelve months' work on the contract. The former overseer on that contract left suddenly, and Mr. McEwan, knowing there was no

overseer on the job, wrote to him recommending the plaintiff. Plaintiff told him he did not know anything about building operations, but that he could carry out instructions. Witness agreed to take him on, but warned him that if he absented himself from his work or got drunk he would be liable to instant dismissal. Did you tell him that it would only last five or six months?—No.

Did he tell you that he had another job in view and that he would look it at any time?—No. Did he say to you that it was only a go-between?—No. Had he spoken to me like that I should have ordered him out of my office at once. I can get plenty of men.

His Lordship: And he never mentioned to you that his engagement was only to be temporary?—No, I should never have consented to it.

When did you see him again?—I don't know what date it was.

Plaintiff—Saturday.

His Lordship: Don't you dare say anything. If you want to say anything, say it to your solicitor.

Mr. Jackson: You don't remember what date it was?—No, I have no doubt it was the 21st.

What took place?—He walked into the office and said that he was going. I replied that his engagement was monthly and that before he went he would have to give a month's notice. He persisted in saying that he was going as he said that he had got a better billet. I told him if he went he would forfeit his wages. He wrote to me afterwards and asked me to consider the matter as it was a great hardship. I put the letter in the waste-paper basket.

Cross-examined—At the interview he told you that he expected a good job on the railway?—I am sure he didn't.

You fully thought you had engaged this man to do the whole of the work?—I thought he never said he expected a better job and that he would take this to tide him over. I swear positively.

It is a pure invention on the part of the plaintiff?—A pure invention.

You heard him say that as soon as he got this job he told Mr. Bird. Did Mr. Bird tell you?—No. After he left Mr. Bird said he had spoken to him.

When he came to see you on the Saturday you had had no notice at all of his intention to leave?—No notice.

And that angered you?—I felt annoyed.

If Mr. Bird had told you would it have made any difference?—No.

How much notice did you expect him to give?—A month's notice.

Do you deny that he brought a substitute?—No.

Did you expect a man to lose a good job by giving a month's notice to you?—It depended on how I was approached. His manner was rather offensive when he came in.

There was nothing reprehensible in his conduct in coming to you at once?—I don't agree. I may mention the previous overseer left suddenly.

I put it to you the cause of the whole thing was Mr. Bird not telling you?—No.

Had Mr. Bird told you on Thursday it would have been different?—No.

You don't consider \$100 a month an adequate salary?—Yes. This man was taken on as a sort of charity.

Mr. Jackson said it was improbable that a man of Mr. Turner's business standing would employ a man for two or three days as suggested by the plaintiff.

Mr. Dixon stated that the whole trouble arose through Mr. Bird not telling Mr. Turner on the Thursday night.

His Lordship said the case depended on whether he believed the evidence of the plaintiff or the defendant. He believed the evidence for the defendant. The story of the plaintiff was so inherently improbable, so absurd, that Mr. Turner could not possibly have entered into the agreement that the employment was only a go-between. He believed Mr. Turner. Judgment would be for defendant with costs.

THE ROBBER AND THE DOCTOR.

AN ARABIAN'S TEMPTATION.

An Indian officer, writing in the *Western Morning News*, relates some good stories of Peshawar, which in the early seventies, before British political influence had asserted itself beyond the lonely little fort of "Jamrud" and "Shakardar," was a somewhat disturbed locality, in spite of the strength of the garrison. It was at Peshawar (he says) that the medical officer of my regiment was informed one night that a valuable and favourite Arab of his had been stolen! Over the border, gone for ever—never expected to see his horse again, but next day, much to his surprise, there came to him a bearded ruffian, riding bare-backed the stolen steed. He confessed that he had stolen the animal, but, learning that it was the property of a Hakim, he had been tethered in line with others, with men, women, and children sleeping in the open about them.

"How did you manage it?" asked the doctor, "If the Sabib will give the necessary order, he said, 'I will show him.'"

The entire scene was reproduced, even to the night watchman asleep in a corner. Notably the Afghan crawled towards the Arab, dreading—snake-like through the prostrate forms of the row. Softly hissing to attract the animal's attention, without causing him alarm, he gently raised himself with arm extended. In his open palm were some lumps of goor (native sugar), beloved of horses, and while the Arab was enjoying these the man was caressing him with the other hand, whence he suspended a watering bottle, taken from his wallet. Quickly this was adjusted, and then, striking suddenly, the robber passed his hand over the animal's back and down the hind-quarters. Swiftly the reins were unhooked, then the headgear released, and with a bound he was astride and away: his right hand backward flung, shouting triumphantly as he passed, "Thus was it done!"

The joke was that he never came back! A double restitution would have been too much of a wrench.

HOME AND CHINA AFFAIRS.

(FROM OUR OWN CORRESPONDENTS.)

London, September 27th.

THE LAND TAX.

When Liberal M.P.'s go down to their constituencies nowadays, they avoid all reference to the land tax when talking to any of their supporters who have any property at all. "With very few exceptions they are uneasy about it all, and they are not wholly sure it will not be a more prickly matter for them to handle when the election comes than they anticipated. Every day there are howls of indignation, intermingled with sarcastic references in the columns of the *Times*, *Daily Telegraph* and *Standard*. Some of the letters are extremely illuminating, as, for instance, that of a northern landowner who wrote to a local official valuer and asked him various questions on the strength of Mr. Lloyd George's assurance that the officials would "render any help that was required." The reply was ungrammatical and abusive. It told the inquirer that the valuer was unaware whether he was a "Baron or a gipsy woman," but he had the forms to fill up and next time he wrote he must stamp the envelope. There are something like twenty million forms, each with a set of intricate questions for owners to fill in, and all these will have to be dealt with by five hundred officials before the modern Doomsday Book is ready. It is calculated that it will take two years to bring that work to a conclusion—and by that time the Chancellor may be having more time to play golf.

THE ANGLICAN-JAPANESE EXHIBITION.

I see that some of the Japanese papers are very dissatisfied with the Anglo-Japanese Exhibition. I am not so sure that they are justified in saying the show won't be of service, for though it certainly has its shortcomings it nevertheless has introduced Japanese wares to a vast number of people who had no conception of them before. It is true, as Sir Frank Swettenham has complained in the *Press*, that the public have not shown an adequate recognition of the works of art brought at so much trouble from Japan, but in what country do the masses of the people turn from the garish amusements to the things of quiet beauty? Depend upon it, those of us who have taken any real stock of the Japanese pictures and embroideries have been both impressed and edified. And there are at least two lines of goods that a casual observer may see more on sale than ever before up to the time of this exhibition—Japanese toys and Formosa tea. As to the toys, I have been assured by the dealers that the average child nowadays "will have no other," for the quaint pictures are a delight to the Western youngster. As a matter of fact, while the older are gazing their eyes on the carved ivory stands at the show, the little ones are standing open-mouthed in admiration of the dolls in many coloured kimono. No, all things considered, Japan will probably get a good deal out of this exhibition, even though the wild summer on this side of the world has not been a help to the management.

THE KAISER AND SOCIALISM.

The Kaiser's outbreak has roused such a storm among the German papers, because of his renewed assertion of his divine right to rule in Prussia, that it is interesting to hear further that he is not going to take that interest in running an anti-Socialist paper in Germany. Possibly the time is unpropitious for such an enterprise. But I happen to know that the Emperor was last year interested in a proposal made by the late J. N. Balfour, a well-known British journalist resident in Berlin, to start in the German capital an afternoon paper in the English language. It got to the stage of Mr. Balfour coming to London to arrange for contributors, and then he died and the scheme perished with him. But it is interesting to note that he received from the Kaiser the most cordial assurance of favour for the idea. And if the Kaiser had gone into the anti-Socialist field he would have had editorial precedent in France, among the Napoleons, and in England where George the Fourth started the "Court Circular" to give authentic news of Royal doings. Queen Victoria was less friendly to journalists, because of the criticisms showered on the Prince Consort, who was an active member in the affairs of Cabinet Ministers. Then came King Edward, who was well on the right side of the newspapers, and was delighted to be so. He knew most of the leading men in the profession, and it was a great grief to him when, after the famous boomerang scandal, he was criticised with considerable freedom for his part in the Tranby Croft doings. King George is no less friendly. His relations with the Press have been cordial, but he is very particular what men are chosen to accompany a Royal tour in which he is concerned. It is only a comparatively short time ago that he met a great many of them again by dining at the Savage Club. He has a big album of prominent public men, and among the photos there are to be found several of the editors and successful writers who have made their name in modern journalism.

THE JAPANESE TARIFF.

The Board of Trade has received replies from almost all of the Chambers of Commerce in this country respecting the new Japanese tariff. There was a great deal of alarm at first among manufacturers, and the Board of Trade therefore asked for an expression of views from the Chamber. As a result the Board is now in possession of a fine range of information as to the probable effects of the tariff on British industries, and after these facts have been tabulated Mr. Sydney Buxton will be able to announce what steps, if any, he proposes to take. There is a rumour that the Board intends to open negotiations with Japan on several points through the Foreign Office,

but I cannot find anything to substantiate the story. Till October, however, anxious manufacturers will probably have to hold their impatience in check and hope for the best.

ORIENTAL ART.

Such has been the interest shown in the Chinese and Japanese drawings on view at the British Museum that they are to remain on view for some months more. Possibly the time may even be extended till next year, and if that be so the usual exhibit of British and European engravings will be displaced for a long time. There is, in fact, great overcrowding at the Museum, and the conditions will remain in that unsatisfactory state for the next couple of years or so, for new galleries are being built and alterations made, and the work will not be done before that time.

THE CROWN AND THE PEOPLE.

King George having observed how the close contact of his father to the people made for the strengthening of the influence of the Crown, is determined to carry out the same policy as far as possible. Consequently Court officials are taking note of all the events arranged for next year, and the King will attend some of those taking place in the principal points of the provinces. It is probable, therefore, that next Spring Birmingham will have a visit, then Wales, possibly Dublin, after the coronation, and Edinburgh in the Autumn. The last event will be associated with the dedication of the new home for the Order of the Thistle that has been built as an adjunct to St. Giles' Cathedral there.

SIR PATRICK MANSON.

Sir Patrick Manson, now Medical Adviser to the Colonial Office, is very unwell, and his malady affects his legs so that he can take little exercise. It is several months since I saw Sir Patrick, but he was then very jolly and was chatting over Hongkong days with some old China hands at the Whitehall Rooms. A whole host of friends hoped that the long leave of absence granted to him will restore him to his usual energy.

BIRDS FROM NEW GUINEA.

The Natural History Museum has just received a valuable and extensive collection of birds from the zoological expedition that has been working for some months in Dutch New Guinea. These are but the first consignment, taken on the coast region, so valuable as they are, they are but the forerunners, it is hoped, of a far more interesting selection yet to come. The fact that both a British and a Dutch expedition have undertaken work in that part of the globe has set a pleasant spirit of rivalry in motion.

THE ADMINISTRATION IN THE MALAY STATES.

I understand that within a few weeks official steps are to be taken to augment the administrative staff of the Federated Malay States. Several Governors have complained that the staff, especially in the civil department, is not strong enough numerically, and Sir John Anderson has, it seems, prevailed on his former colleagues at Home to back his statements and translate them into action. The growth of commerce with the Malay States and doubtless the development of the great rubber industry have done a good deal to convert the Colonial Office to the view that something must be done, especially in view of the long leave that has to be given to officials from time to time for health reasons.

H.M.S. "NEWCASTLE."

Soon after this letter reaches you the new protected cruiser *Newcastle* will be commissioned at Chatham for the China station, to replace the wrecked *Bedford*. Part of the crew will be made up of the present nucleus of the cruiser *Vindictive* of the Home Fleet and the rest will come from the Chatham depot. At present the *Newcastle* is being given her finishing touches at the works of Armstrong, Whitworth & Co.

ROYAL MAILS.

King George has altered the old system of special messengers for royal mails and has ordered that all communications between London and Balmoral shall for the future pass through the mails in the ordinary way. Great expense and some delay is thus saved, for the post and telegraph system has, of course, been equal to such a task for many years. Just why the system has been maintained so long of having King's Messengers nobody seems to know, unless it is that John Bull is a great slave to precedent. But the man who made the Guildhall speech on the text of "Wake up, England!" practices what he preaches. He has installed in each of the royal residences offices with modern labour-saving equipments and card index systems that are on a thoroughly up to date plan.

THE HOME SECRETARY.

There is a good deal of talk about why it is that Mr. Winston Churchill spent his vacation away in the Mediterranean instead of staying at home and attending to his duties as Home Secretary in attendance on the King, part of the time, at Balmoral. It is said that he took to heart the fact that a member of the Royal Family told him bluntly that the death of King Edward was due to the anti-Lords agitation, and also the fact that King George and King Edward both gave him, within the last twelve months, a very cold time whenever he had to meet them. Sir Edward Grey took his place as Minister in Attendance at Balmoral, and after him came Mr. Lloyd George, who next to the Lords in the last electoral campaign. But it is also whispered in political circles that of all the members of this Liberal Cabinet Mr. Lloyd George has been most smitten with the Royal influence. It would be very interesting, after all, if the political Samson of Wales became shorn of his Radical strength in this way. Funny, too, when you come to think it over—unless you are a Welsh Radical.

ARCHAEOLOGICAL DISCOVERIES IN THE HEBRIDES.

There have been some interesting finds of late in the Hebrides. Excavators have turned up articles of the Bronze Age and relics showing that five hundred years before Christ there was a glass and art pottery industry in Scotland. Also there has been uncovered an old cemetery of about the same period, and the bodies have laid all that time in a soil heavily charged with lime the skeletons are in a very good state of preservation indeed. At the present moment they are being examined by a committee of experts, who will prepare them for a great Scottish Historical Exhibition next year.

RUSSIA'S NAVAL PLANS.

To take the speediest steps to reorganise the smashed Russian fleet a committee of three officers, who are members of the Upper House, has been appointed to investigate the Russian shipbuilding yards and report as to the necessary developments. Incidentally, I understand they will find out where the weak spots in the personnel are, and the corrupt or incompetent officials will be weeded out without prosecutions or scandals, for the revelations following the inquiry into the war department sickened the government for further exposures.

But the intensity of her neighbours on naval developments apart from her anxiety to recover some of the prestige lost at Tsushima, is making Russia keen to strengthen her sea force. She is going to do her best in the Black Sea forthwith, for she sees in the arising of a Turkish fleet a menace against herself, and Germany and Austria are also putting their sea arm into constantly better equipment. Therefore Russia is determined not to let the cobwebs grow in her shippings any longer. But if she shows no greater efficiency in that enterprise than she has in coping with the ravages of Asiatic cholera this last month or so—which have swept off some eighty thousand people—then her neighbours can afford to laugh at the Slav and treat him with as scant courtesy as they feel inclined.

A GOOD PRESCRIPTION.

"TAKE A WIFE."

The Rev. E. J. Hardy, M.A., Author of "How to be Happy Though Married," etc., etc., who will be remembered by many as Chaplain to the Forces in Hongkong a few years ago, has recently been contributing to the *Daily Graphic*. This is one of his latest contributions:—

Old Bachelor Patient: "Doctor, I feel miserable in mind and body. What shall I take?" Doctor (gr. fly): "Take a wife."

Many are the men who have profited by taking this prescription. Before marriage they were worthless, after it worth much. "This is well," sings Tommymon—

"To have a damn indoors, that trims us up, And keeps us tight."

Sir James Mackintosh was blessed with this sort of wife. He says that by the tender management of his weaknesses she gradually corrected the most pernicious of them. In a letter which Carlyle wrote to his "Goody," as he called his wife, when absent on business, and suffering in "insect-infested lodgings," he appeals to her to be a little softer, to Jeanie, do help me to be a little even girmer. Why, she's never overworked, bug-bitten, and be "nervous," let Batah have dominion over him! Save me, save me, my Goody! A man the other day threatened to run away from the wholesome discipline of his wife. That lady answered: "The running away is easy enough; it's the coming back that will bring your pride down." The hero of the following little story was so much wiser that he was anxious to be managed for the good of a minister travelling through the village of Kettin, in Fifeshire, to the village of Kettin, in Fifeshire, to the parish minister, who, from some accident, was unable to attend. When the reverend gentleman told the bridegroom to love and honour his wife, the said bridegroom interjected the words, "and obey," though that is part of the vows to be taken only by the woman. The minister, surprised by anticipation, did not notice the proposed amendment, on which the bridegroom again suggested it. "Ay, and obey, sir—love, honour, and obey, ye ken!" And he seemed seriously discomposed at finding that the hint was not taken. Some years after the same clergyman was riding through the village, when the same man came out and stopped him, addressing him in the following remarkable words: "I've been married, sir, you day when ye married me, and when I wed you to obey my wife. Well, ye may now see that I was in the right. Whether ye wed or no, I have obeyed my wife, and behold, I am now the only man that has a two-story house in the hale town!"

According to Leigh Hunt, no reasonable person ought to marry who cannot say: "My love has made me better and more desirous of improvement than I have been," and he himself could say that love for his wife had subdued the violent temper that once possessed him. The prospect of marriage with Margaret Simpson had a good effect upon De Quincey. During his engagement he reduced his daily dose of opium from 340 grains to 40. Speaking of his early married life, he says: "Without the aid of Margaret all records of bills paid or to be paid must have perished; and my whole domestic economy, whatever became of political confusion." It might be thought that an auto-cent of a breakfast-table could not be a married man, but this Oliver Wendell Holmes was for forty-eight years; and we are told that his wife, though a woman of great gentleness, stood as a breakwater between her husband and the prying, prying world.

LATEST STEAMER MOVEMENTS.

The P. M. str. *Manchuria* sailed from San Francisco on the 27th instant for Hongkong, via Honolulu, Japan and Manila, and is due to arrive at Hongkong on the 28th prox.

The E.A. Linie str. *Ambera* left Tsingtau via Foochow on the 28th inst., a.m., and may be expected here on or about the 4th prox.

The H.A. Linie str. *Armenia* left Singapore on the 28th inst., a.m., and may be expected here on or about the 4th prox. p.m.

The P. & O. S. S. Co.'s str. *Peshawar* left Singapore for this port on the 28th inst., at 6 a.m., and is due here on the 3rd prox., at about 8 a.m.

ITCHED SO HE COULD NOT SLEEP

Suffered Badly from Eczema on Face and Body for Over Two Years—Very Inflamed and Disfiguring—Doctor's Prescription Did No Good—Gave It Up as a Bad Job.

CALLS HIS CURE BY CUTICURA WONDERFUL

"I suffered from eczema on my face and body very badly for two and a half years. The first signs of my complaint was an itching about the neck and face which gradually became very disfiguring and started to come out in disfiguring red blotches. These itched so that I could not sleep at night. I was advised by friends to use different kinds of remedies, but all to no avail. I had a doctor's advice and took two bottles of his medicine, but they did no good. Then I gave it up as a bad job and used Cuticura Remedies. I sent for a box of Cuticura Ointment. Upon the first application I was greatly surprised at the efficacy of Cuticura. I followed the treatment carefully and in three weeks, my skin was perfectly cured. I have used Cuticura Soap ever since, especially for shaving, and as long as I am able to buy it I intend to use no other. My wonderful cure by Cuticura was such a blessing that I shall be glad to have you publish my simple testimony of so long standing to the efficacy of Cuticura Remedies to the notice of other skin sufferers. Wm. V. Baker, 23 North Bridge St., Montserrat, South, Sunderland, Eng., Dec. 26, '09."

For preserving, purifying and beautifying the skin, scalp, hair and hands, for clearing the complexion, for itching, acaly scalp with dry, thin and falling hair, for itching, disfiguring eczema, rashes, itchings and irritations and for sensitive, antiseptic cleansing, Cuticura Soap and Cuticura Ointment are unrivalled in purity, efficacy and economy. A single box of Cuticura Soap and box of Cuticura Ointment are often sufficient to cure. Depot: London, 37, Chancery Lane; Paris, 10, Rue de la Paix; New York, 10, N. York St.; San Francisco, 10, N. York St.; Sydney, 10, N. York St.; Melbourne, 10, N. York St.; Adelaide, 10, N. York St.; Perth, 10, N. York St.; Cape Town, 10, N. York St.; G. A. A. Fetterling & Co., Sole Importers, 10, N. York St., London.

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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box, 33. Telephone No. 12.

Telegraphic Address: PERSA CODES: A.B.C. 5th Ed-Liver's.

NEW ADVERTISEMENTS

NOTICE.

I HAVE THIS DAY REMOVED to the HONGKONG HOTEL BUILDING, PEDDER STREET (near Clock Tower).

G. P. RILEY.

Cigar and Tobacco Merchant.

Hongkong, 29th September, 1910. [1122]

CHURCH MISSIONARY SOCIETY.
BAKTER SCHOOLS.

THE ANNUAL SALE in aid of the above will be held in the CITY HALL, On WEDNESDAY, 5th October, at 3 P.M. Children's Garments and useful Tea Cloths in great variety. Pictures, Frames, Boxes, etc., and many things suitable for Xmas Presents.

Admission... 20 cents.

Hongkong, 29th September, 1910. [1123]

TO LET.

"HOMEVILLE," 155, WANCHAI ROAD, TEN ROOMS. Good View of Harbour.

Apply to—
ARATHOON V. APCAR & Co.,
14, Des Vaux Road Central.
Hongkong, 24th September, 1910. [1124]

FOR SHANGHAI

THE P. & O. S. N. Co.'s Steamship
"ASSAYE,"
Captain Owen Jones, B.N.B. will leave for Shanghai TO-DAY, the 29th inst., at 10 A.M.
For Freight or Passage, apply to—
E. A. HEWETT,
Superintendent.
Hongkong, 28th September, 1910. [1]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"ASSAYE,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo—
From London and Gothenburg, &c., ex s.s. "Malma" and "Sootra".
From Australia ex s.s. "Mora".
From Persian Gulf, ex B. I. S. N. and B. P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 4th Oct., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 28th September, 1910. [1]

WANTED.

IN SOLICITORS' OFFICE, GOOD SHORTHAND TYPIST, intelligent and willing to learn, good opening to competent man.

Apply to—
"LEGAL,"
Care of "Daily Press" Office.
Hongkong, 28th September, 1910. [1115]

CRAIGENGOWER CRICKET CLUB.

THE ANNUAL GENERAL MEETING of the Club is POSTPONED until further notice.

B. BASA,
Hon. Secretary.
Hongkong, 28th September, 1910. [1120]

NOTICES OF FIRMS

NOTICE.

MR. CHARLES EDWARD ANTON has been admitted a member of our Company.

JARDINE, MATHESON & Co., Ltd.
Hongkong, 23rd September, 1910. [1097]

NOTICE.

WE HAVE THIS DAY admitted Mr. ARTHUR NILSSON as a Member of our Company.

OLOF WILK & Co., AGENTS, LTD.
Gothenburg, 1st September, 1910. [1090]

NOTICE.

WE HAVE THIS DAY been Appointed AGENTS for the SWEDISH EAST ASIATIC STEAMSHIP CO., LTD.

OLOF WILK & Co., AGENTS, LTD.
Gothenburg, 1st September, 1910. [1091]

NOTICE.

WE HAVE THIS DAY been Appointed SOLE AGENTS for the SWEDISH LLOYD S.S. CO.

OLOF WILK & Co., AGENTS, LTD.
Gothenburg, 15th July, 1910. [1093]

PUBLIC COMPANIES

THE DAIRY FARM COMPANY, LTD.
NOTICE TO SHAREHOLDERS.

THE FOURTEENTH ORDINARY YEARLY MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Town Office, 2, Lower Albert Road, Hongkong, on SATURDAY, the 8th October, 1910, at 12.30 P.M. for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1910.

The TRANSFER BOOKS of the Company will be CLOSED from 1st to 8th October, 1910, both days inclusive.

By Order,
M. MANUK,
Acting Secretary.
Hongkong, 23rd September, 1910. [1100]

CANTON INSURANCE OFFICE, LTD.
NOTICE TO SHAREHOLDERS.

THE TWENTY-NINTH ORDINARY MEETING OF SHAREHOLDERS will be held at the Office of the undersigned on SATURDAY, the 15th October, at NOON.

The TRANSFER BOOKS of the Company will be CLOSED from the 3rd to the 15th October, 1910, both days inclusive.

JARDINE, MATHESON & Co., Ltd.,
General Agents.
Hongkong, 26th September, 1910. [1110]

INTIMATIONS

THE ROYAL HONGKONG YACHT CLUB.

NOTICE.

THE SIXTH ANNUAL GENERAL MEETING will be held in the Office of the Union Insurance Society of Canton, Queen's Buildings, TO-MORROW (FRIDAY), the 30th inst., at 5.15 P.M.

BUSINESS:
To receive the Report and Accounts for the year ending 31st August, 1910.
To elect Officers for the ensuing year.
And other General Business.

By Order,
S. P. WARBROOK,
Hon. Secretary and Treasurer.
Hongkong, 23rd September, 1910. [1099]

HONGKONG CLUB.

NOTICE.

THE EIGHTEENTH DRAWING OF SIXTY-FIVE DEBENTURES of the HONGKONG CLUB (1895 issue, \$100.00 each) was held in the HONGKONG CLUB House, on SATURDAY, the 17th September, 1910, when the following Debentures were drawn for Redemption—

31	313	1130	1479
36	338	789	1159
34	349	794	1163
98	465	798	1205
136	578	937	1233
155	582	952	1313
156	608	1018	1340
188	618	1023	1343
191	630	1048	1361
209	649	1064	1392
222	675	1083	1403
263	684	1096	1409
287	739	1112	1448
287	739	1112	1448

and will be Payable at the HONGKONG and SHANGHAI BANKING CORPORATION, on FRIDAY, the 30th September, 1910, in Exchange for surrender of same.

By Order,
JAMES CRAIK,
Secretary.
Hongkong, 17th September, 1910. [1072]

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY MEETING of Members of the above Club will be held on SATURDAY, the 1st October, 1910, at 12 o'clock Noon, at the Office of the JOCKEY CLUB on the Ground Floor of the HONGKONG CLUB ANNEXE, Chester Road.

Certain improvements and additions to the Private Stand accommodation in the JOCKEY CLUB Compound being in contemplation, the plans pertaining to same are open for inspection at the Club Offices above-mentioned any day between now and the date of the Half-Yearly Meeting. Said plans will be on view during the Meeting, when they may be discussed.

By Order,
T. F. HOUGH,
Clerk of the Course.
Hongkong, 17th September, 1910. [1074]

SOCIETE DES PULPES ET
PAPETERIES DU TONKIN.

NOTICE IS HEREBY GIVEN that a First Call of Dollars Ten (\$10) HAI PHONG CURRENCY—Dollars Ten and Cents Twenty-five (\$10.25) HONGKONG CURRENCY, per share will be made on the Preferred Shares of the above Company on the 1st October, 1910.

Payment must be made to the HONGKONG AND SHANGHAI BANKING CORPORATION, The Banque de l'Indo-Chine, or to the INTERNATIONAL BANKING CORPORATION between SATURDAY, the 1st, and SATURDAY, the 8th October, 1910.

The Provisional Certificates may be sent in to Messrs. LOVE, SINGHAM & MATTHEWS, St. George's Building, for endorsement after payment has been made, on surrender of the Bankers' Receipts. Interest at the rate of 7 per cent. per annum will be charged on all unpaid calls after the 8th October, 1910.

For the Board of Directors,
T. F. HOUGH,
Chairman.
Hongkong General Purpose Committee.
Hongkong, 1st September, 1910. [1009]

NOTICE.

WE beg to inform our Lady Customers that our Establishment will be CLOSED at 5.30 P.M. every day, commencing from 5th September, for One Month only, owing to our FASTING HOLIDAYS.

HOORAIN-ALI & Co.,
No. 14, Queen's Road Central.
Hongkong, 5th September, 1910. [707]

AUCTIONS

PUBLIC AUCTION.

THIS Undersigned have received instructions to Sell by Public Auction, For Account of the CHORNBLED, TO-MORROW (FRIDAY), the 30th September, 1910, at 11 A.M., at Queen's Statue Wharf, THE STEAM LAUNCH "BELLE,"

Length	58 ft.
Beam	10 ft. 6 in.
Depth	5 ft.
Engines	Compound Surface Condensing.
Cylinders	3 in. 16 in.
Boiler	10 in.
Boiler Pressure	125 lbs.

Built by Kwong Hip Lung & Co., in 1896.

Terms—As Usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 27th September, 1910. [1119]

G. R.

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 3rd day of October, 1910, at 3 P.M., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of His Excellency the OFFICER ADMINISTERING the GOVERNMENT, of One Lot of CROWN LAND at Kau U Fong, in the Colony of Hongkong, for a term of 15 years.

PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements.	Contents in Sq. Feet.	Upset Annual Rent.
1	Kau U Fong	100 ft. by 100 ft.	10,000	2,000

G. R.

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 3rd day of October, 1910, at 3 P.M., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of His Excellency the OFFICER ADMINISTERING the GOVERNMENT, of One Lot of CROWN LAND opposite Shaikwan Marine Lot No. 5, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements.	Contents in Sq. Feet.	Upset Annual Rent.
1	Shaikwan	100 ft. by 100 ft.	10,000	2,000

EXTRA CHOICE ENGLISH

HAM

AND

BACON.

70 CENTS PER LB.

THE DAIRY FARM CO., LTD.

A LING & CO.,

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [546]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDERS and CHILLED

SHOTS. From No. 10 to 88SG. at \$6, \$7 and

\$7.50 per 100, SPORTING REQUISITES

and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

AUTOMATIC BROWNING

POCKET PISTOLS.

With CHAMBER for 8 CARTRIDGES

FIRING 8 SHOTS in 2 SECONDS.

SIEMSEN & Co.

Hongkong, 6th March, 1907. [58]

TO LET

TO LET.

SELF-Contained FLATS, NATHAN ROAD, Kowloon, with Gas, Electric Light and Telephone in each Flat.

Apply to— J. HENNESSEY BETH,
No. 4, Ice House Street.
Hongkong, 2nd July, 1910. [795]

TO LET.

NOS. 19 and 23, SHELLEY STREET, 5-ROOMED HOUSES.

1 HOUSE in Belknap Terrace, OFFICE in BRACONFIELD ARCADE, No. 9, BEACONFIELD ARCADE (Shop), C. M. S. PEAK BUNGALOW, MOUNT KELLET, Furnished, for 7 months from 1st November, 1910.

No. 57, PRAYA GRANDE, Macao, FOR SALE—TWO CHURCH, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.

Apply to— LYNSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 17th September, 1910. [91]

TO LET.

GODOWN, No. 5A, DUDELL STREET.

Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st September, 1910. [88]

TO LET.

NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 48, Yaumatei, Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to— HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.
Hongkong, 1st December, 1909. [790]

TO LET.

No. 21, CONDUIT ROAD, Clifton Gardens.

Nos. 1 and 2, BOWEN ROAD, lately occupied as Artillery Officer's Quarters. Suitable for Boarding House.

GODOWNS, 151 to 155, PRAYA EAST, OFFICES No. 2, Connaught Road, 3rd Floor.

A HOUSE in Wong Nei Chong Road, OFFICES in York Building.

No. 10, DES VEAUX ROAD CENTRAL, 1st Floor.

SEMI-EUROPEAN FLATS, Praya East, corner of Observation Place. The Trams stop at the door.

Also NEW EUROPEAN FLATS, adjoining the new Seaman's Institute, Praya East.

Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 9th September, 1910. [87]

TO LET.

OFFICES, Hotel Mannings.

Apply to— HENRY HUMPHREYS,
Alexandra Buildings.
Hongkong, 2nd February, 1910. [151]

TO LET.

GODOWN, No. 4, New Praya, Kennedy Town.

Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st September, 1910. [194]

TO LET.

IN No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, ROOMS suitable for Offices.

One GODOWN in MASON'S LANE.

Apply to— DAVID SASSOON & Co., Ltd.
Hongkong, 8th March, 1910. [95]

TO LET.

KING'S BUILDINGS.

OFFICES facing the Harbour lately in occupation of Messrs. JARDINE, MATHESON & Co., Ltd.

Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st September, 1910. [89]

TO LET.

OFFICES in Des Vaux Road, Central, corner of Ice House Street.

Apply to— Messrs. PERCY SMITH & FLEMING,
5, Queen's Road.
Hongkong, 2nd June, 1910. [440]

TO LET.

MODERATE RENTAL.

HOUSES in Observatory Villages (5-Rooms), Kowloon. Electric and Gas laid on, Tennis Court.

Apply to— ARATHOON V. APCAR & Co.,
14, Des Vaux Road, Central, 1st Floor.
Hongkong, 28th July, 1910. [87]

DENTISTRY

SIEN TING
SURGEON DENTIST,
No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st September, 1905. [1083]

DR. M. H. CHAUN.
DENTAL SURGEON,
33, QUEEN'S ROAD CENTRAL.

1ST FLOOR, ROOMS 2 and 3. From the University of Pennsylvania, U.S.A.
Telephone 126.
Hongkong, 27th January, 1910. [1022]

FOR SALE

FOR SALE.

REMAINING Portions of MARINE LOT 31 and 36, at PRAYA EAST. Approximate Area, 43,000 Square Feet.

TO BE LET OR SOLD IN LOTS TO SUIT TENANTS OR PURCHASERS.

MARINE LOT No. 285 EXTENSIVE WATER FRONTAGE, DEEP WATER.

Apply— G. FENWICK & Co., LTD., ENGINEERS, &c., PRAYA EAST, HONGKONG.
Hongkong, 8th June, 1906. [84-168]

ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1909.

REVISED BY THE MEMBERS.

PRICE—\$3.

DAILY PRESS OFFICE.
Hongkong, 21st February, 1910. [316]

SINGON & Co.

IRON, Steel, Metal and Hardware Merchants, Wholesale and Retail Ironmongers, Big Iron and Foundry Coke Importers, General Storekeepers and Shipchangers, Nos. 35 & 37, KING LOONG STREET, (2nd St., west of Central Market). Telephone No. 515. [496]

BANKS

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed at 3 1/2 per cent. per annum.

Depositors may transfer at their option balance \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STABB,
Acting Chief Manager.
Hongkong, 16th July, 1910. [119]

NEDERLANDSCH-INDISCHE HANDELSBANK.

ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (£1,250,000)
Subscribed Capital Fl. 12,378,100 (£1,031,500)
Reserve Fund Fl. 2,754,338.09 (£229,528)

HEAD OFFICE: AMSTERDAM.

HEAD AGENCY: BATAVIA.

LONDON BANKERS

THE WILLIAMS DEACONS BANK, SWISS BANK SYSTEM.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates—

12 months	4 1/2 per cent.
6 do.	3 1/2 do.
3 do.	3 do.

C. WOLDBRINGH, Manager.
No. 16, Des Vaux Road Central.
Hongkong, 4th August, 1909. [23]

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital Yen 10,000,000
Capital Subscribed (paid up) ... Yen 6,250,000
Reserve Fund Yen 2,450,000

HEAD OFFICE: TAIPEH, FORMOSA.

BRANCHES AND AGENCIES—
Amoy, Swatow, Tainan
Anping, Kobe, Tamai
Canton, Nagasaki, Tokyo
Fookchow, Osaka, Yokohama
Keelung, Shanghai

HONGKONG OFFICE:

3, Des Vaux Road.

Interest allowed on Current Accounts

Deposits received on terms which may be had on application.

D. TOWDOW, Manager.

Hongkong, 12th September, 1910. [591]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP ... Gold \$3,250,000

RESERVE FUND ... Gold \$3,250,000

(about \$1,500,000.)

HEAD OFFICE: 60, Wall Street, New York.

LONDON OFFICE: Threadneedle House, E.C.

LONDON BANKERS:

BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LTD.

THE CAPITAL & COUNTIES BANK, LIMITED.

BRANCHES AND AGENTS

ALL OVER THE WORLD.

The Corporation transacts every description of Banking and Exchange business, receives money on Current Account at the rate of 2 per cent. per annum on daily balances and accepts Fixed Deposits at the following rates—

For 12 months	4 1/2 per cent. per annum.
For 6 " "	3 1/2 " "
For 3 " "	3 " "

N. S. MARSHALL,
Manager.
No. 9, Queen's Road, Central.
Hongkong, 17th August, 1910. [854]

BANKS

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853

HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000

RESERVE FUND £1,800,000

RESERVE LIABILITIES OF PROPRIETORS £1,200,000

INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily balance.

On Fixed Deposits for 12 months 4 per cent.

for 6 " " 3 1/2 " "

</

NEED FOR SCIENCE IN TRADE.

DEBATE AT THE BRITISH ASSOCIATION.

"The neglect of science by industry and commerce" was the subject of a suggestive discussion before the British Association (Education and Chemistry section) at Sheffield recently. Mr. E. Blair, the chief executive officer of the Education Committee of the London County Council, reported the result of an extensive correspondence he had undertaken with professors and graduates and teachers of science at home, in France, Germany and America, with representative employers in this country, and with his Majesty's Consuls abroad on this subject. An eminent professor of chemistry had written that his whole professional life was striven with examples of the unwillingness of industry and commerce, the State and municipal authorities, to take advantage of the services of young men who had received the highest technical training as chemists. He, however, admitted that there was now a tolerably rapid improvement taking place. Many other correspondents wrote in a similar strain.

On the other hand, British manufacturers had a good deal to say in their defence, alleging that there had been a lot of poor stuff turned out from the universities and technical schools. They would not yet endorse the view that industrial development was ultimately dependent on science, but they were learning this gradually, sometimes in ways not altogether creditable to British intelligence. We had in this country an increasing number of men of foreign extraction who were engaged in chemical manufacture, and it was significant to note that such employers were far more prone to enlist the services of export chemists than were the rank and file of our manufacturers.

ELEMENTARY SCHOOL BOYS PREFERRED.

He had a more favourable report to make concerning the productions of the agricultural colleges. There seemed not the least difficulty in placing them in agricultural and allied industries. The evidence from engineering schools and institutions was also on the whole satisfactory, though there were still defects in the college training of young engineers which ought to be immediately remedied.

Almost all the large shipowners, great railway companies, manufacturers of all kinds, and the Employers' Federation explained their preference for elementary school boys in such a way as to pay a well-deserved compliment directly to the adaptability of these boys and indirectly to the existing system of elementary education. A good many of them spoke in high terms of the value of evening schools, including technical institutes and schools of art. Banks and insurance companies almost invariably, and other firms as well, sought for the secondary school product.

While employers thought that evening schools, technical institutions, and schools of art might help individual persons, it did not seem to enter their minds that such schools might aid their industries. There was a common impression that the training in universities and higher institutions was not sufficiently practical. Industrial and commercial firms pointed out that other qualities than those which generally show in an academic career are necessary in the fields of commerce and industry. These were a

business or economic sense, alertness, capacity for work, loyalty to the firm's interest, push, perseverance, social qualities, fastidiousness, capacity to get the best out of these, and generally the power of controlling men and things.

His Majesty's Consuls abroad agreed that it was to a large extent the rule that British firms showed a lack of enterprise in sending out travellers, and that those they sent did not know the language of the people with whom they were dealing, that advertisements, prospectuses, and so on, were published in English, with English weights, measures, and money terms; that British firms do not sufficiently study the needs of the market; and that in general there was a want of activity and enterprise of the right kind. The failure to adopt the metric system placed our British manufacturers at a decided disadvantage. The languages their travellers were called upon to learn were French, German and Spanish.

DIVORCE OF COLLEGE AND COMMERCE.

Looking to all this, Mr. Blair said that with every respect for our ancient universities the modern world needed something more than it got from them, especially in the departments of applied science. He thought many useful lessons might be gathered from the methods of Germany but more especially from those of the United States of America. He believed that in the end, getting aside exceptions, the man who has received the highest training in college under guidance and discipline will, other things being equal, achieve by far the greatest success. The chief need was for advisory committees to be attached to all the specialised faculties or departments, such committees to be composed of industrial or commercial leaders or experts of the highest reputation. At each university and technical institution there should be an organisation to assist students in getting placed. There ought to be change in curriculum and its degree requirements. Means should be devised for bringing the college classes, rooms and laboratories into closer connection with the factory, workshop and office, and for establishing cheap and specialised courses suitable to the needs of firms and their customers.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—
On the 28th at noon.—The barometer has fallen generally, particularly over Meisei Sima, Formosa and the S.E. coast of China.

The typhoon is situated to the S.E. of Formosa. At present it appears to be moving slowly towards N.W.
The high pressure area remains over the continent to the North of the Yangtze valley. Bad weather may be expected in the Formosa Channel and the N.E. part of the China Sea. Hongkong rainfall for the 24 hours ending at 10 a.m. to day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood { N to NW winds, fresh to strong;
fresh, strong;
fresh, strong;
Strong N.E. gale
N to NW winds,
Hongkong and Lamcocks, strong
South coast of China between
Hongkong and Hainan { NW winds,
fresh

TRIUMPHS OF ENGINEERING.

Of the seven modern wonder works of the world, not one is American. One of these, 400 years old, has its inspiration in religion, St. Peter's at Rome, the largest church ever built; the second, 100 years old, is the greatest triumph of architecture ever created, commemorating the victories of the great conqueror Napoleon I.; the other five are modern engineering works. It is typical of the changed ideal of the ages, says a writer in the *Engineering Magazine*, that only one of the modern wonders is religious, five being very distinctly utilitarian; yet noble ideals gave them all birth.

Of the utilitarian works the Suez Canal easily comes first. It shortens the sea route from Northern Europe to the Orient by 5,000 miles, between certain ports more than half. The Canal was begun in 1859, estimated to cost 30,000,000 dollars, and to be finished in 1864. Its actual cost was 90,000,000 dollars, and it was opened in 1869. The ideal was realised, but none of the other eleven efficiency principles was thoroughly applied, most of them not at all; hence both the double time and trebled cost.

The next great engineering work was also French, the Eiffel tower, rising 1,000 feet into the air, at once the highest structure erected by man and the prototype of modern American steel construction, which as a matter of course followed when passenger elevators or lifts were made practical.

The third great wonder is the Fifth of Fort Bridge, cantilevers, similar to three pairs of great Eiffel towers, each pair joined at its base, each half stretching out horizontally 900 ft. without and support. This bridge is massive in design, because wind pressure is more dangerous than train load.

The fourth modern wonder is the St. Gotthard tunnel, twelve miles long, under the Alps. There was a Brenner railroad route over the Austrian Alps; but Italy, Switzerland, and Germany combined to divert the century-old trade between south and north to a shorter route, the key to the situation being the long tunnel, more than twice as long as any American railroad tunnel.

The seventh and last of the modern wonders are twin cousin ships, the *Lusitania* and the *Mauritania*, subsidised and designed to restore to Great Britain the blue ribbon of the sea.

H. M. S. "ROYAL ARTHUR."

The *Times* of Ceylon of September 13th says:—The cruiser *Royal Arthur*, after a smooth and uneventful voyage from Portsmouth, arrived in port this morning, on her way to Singapore and Hongkong, with relief crews for a number of the smaller war vessels on the China station. The ship's companies of the sloops *Cherub* and *Chloe* and of the torpedo boat *Albatross* will be principally affected by the arrival of the *Royal Arthur*. The *Royal Arthur*, curiously enough, has a board party of men who were to have been drafted to the ill-fated *Bedford* in relief of a portion of her crew. These men will now be distributed among the other vessels in need of relief. The *Royal Arthur* will commence coaling this afternoon and resume her voyage to the Far East to-morrow week.

BARCLAY, PERKINS' FAMOUS LONDON STOUT.



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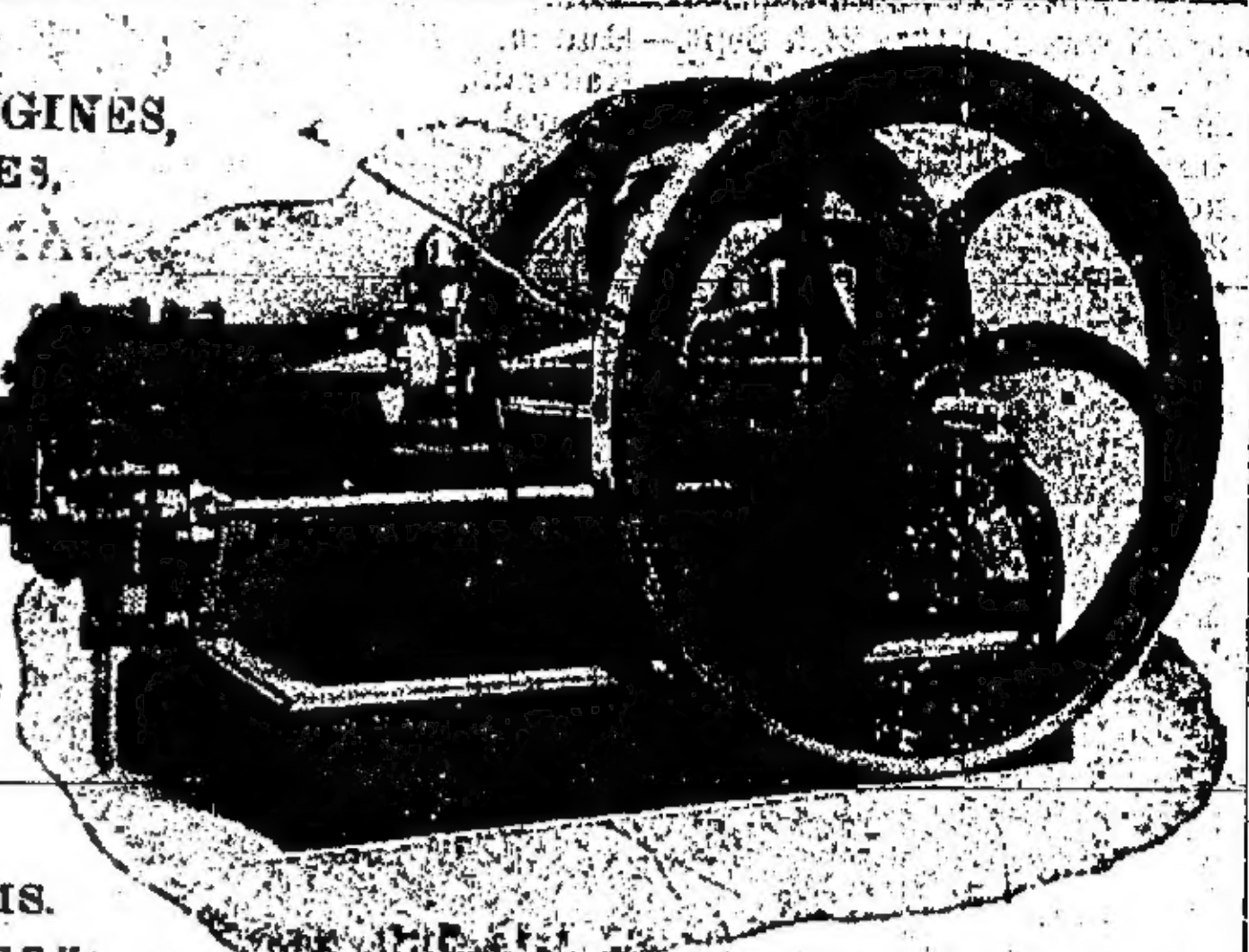
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ON SALE. THE DIRECTORY AND CHRONICLE

FOR CHINA, JAPAN, COREA, INDO-CHINA, SIAM, STRAITS SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA, PHILIPPINES, BORNEO, ETC.

The DIRECTORY covers the whole of the ports and cities of the Far East, from Netherland India to Siberia, in which Europeans reside. Not only is the Directory as full and complete in each case as it can be made, but each Colony, Port, or Settlement is prefaced by a DEDICATED PREFACE, carefully revised each year, most of which will serve as accurate GUIDES FOR THE TOURIST, giving every detail in connection with the place, their History, Topography, &c., &c.

The Information in these Descriptions, consisting of a hundred interesting articles, packed with facts concisely set out, and containing statistics of the TRADES of each Country and Port, would alone suffice to fill a large volume.

Royal Octavo.—Complete with Fifteen Maps, and Plans, pp. 1892, \$10.00. Directory only pp. 1,800, \$5.00.

The Directories and Descriptions are of

PLAN OF THE NOTAS (KIAOCHAU) PLAN OF FOREIGN CONCESSIONS, SHANGHAI PLAN OF HONGKONG (SHANGHAI) with Inset Showing the EXTENDED SETTLEMENTS PLAN OF NEW TERRITORY (KOWLOON) PLAN OF KOWLOON PLAN OF HONGKONG PLAN OF SINGAPORE PLAN OF BATAVIA

The CHRONICLE covers the notable events of the last half century in the Far East together with the Texts of all the most important Treaties concluded with the countries of Eastern Asia, the various Customs Tariffs, Trade Regulations, Consular and Court Fees, Hongkong Stamp Duties, Postal Rates, Signal Codes, Chinese Festivals, Tables of Money, Weights and Measures, and other Commercial Information including:—

TREATIES WITH CHINA
Great Britain, 1842; Nanking, 1842; Tientsin, 1858; Tariff Agreement and Status, 1859; Convention, 1860; Rules for Joint Investigation of Customs Schedules, 1833; Charter of the Hongkong & Shanghai Banking Corporation, 1841; Sino-British Convention, 1890; Sino-British Convention, 1897; Sino-British Convention, 1899; Sino-British Convention, 1904.

FRANCE.—Tientsin, 1858; Convention, 1860; Tientsin, 1895; Convention, 1897, 1897, and 1895; Frontier Trade Regulations.

UNITED STATES.—Tientsin, 1859; Additional Convention, 1895; Peking, 1897; Peking, 1900; Commercial, 1903.

GERMANY.—Tientsin, 1859; Peking, 1897; Peking, 1900; Commercial, 1903.

RUSSIA.—Tientsin, 1859; Peking, 1897; Peking, 1900; Commercial, 1903.

ITALY.—Tientsin, 1859; Peking, 1897; Peking, 1900; Commercial, 1903.

NETHERLANDS.—Tientsin, 1859; Peking, 1897; Peking, 1900; Commercial, 1903.

SPAIN.—Tientsin, 1859; Peking, 1897; Peking, 1900; Commercial, 1903.

PORTUGAL.—Tientsin, 1859; Peking, 1897; Peking, 1900; Commercial, 1903.

FINLAND.—Tientsin, 1859; Peking, 1897; Peking, 1900; Commercial, 1903.

FINLAND.—Tientsin, 1859; Peking, 1897; Peking, 1900; Commercial, 1903.

FINLAND.—Tientsin, 1859; Peking, 1897; Peking, 1900; Commercial, 1903.

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FINLAND.—Tientsin, 1859; Peking, 1897; Peking, 1900; Commercial, 1903.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's Office. 2. From Harbour Master's Office to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & NO.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED.
LONDON, &c., via USUAL PORTS OF CALL.	DELHI	Brit str.	—	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On 1st Oct., at Noon
LONDON & ANTWERP via SINGAPORE, &c.	STRIA	Brit str.	—	D. C. Gregor, R.N.R.	P. & O. S. N. Co.	About 5th Oct.
COPENHAGEN	REPOKA	Dan. str.	—	—	MELCHERS & Co.	On 1st Oct.
ROTTERDAM, HAMBURG & ANTWERP, &c.	BRIGAVIA	Ger. str.	k. w.	Hildebrandt	HAMBURG-AMERIKA LINE	On 31st Oct.
HAVRE, HAMBURG & ANTWERP, &c.	BADENIA	Ger. str.	k. w.	Wagner	HAMBURG-AMERIKA LINE	On 6th Oct.
HAVRE & HAMBURG via STRAITS, &c.	ALBIA	Ger. str.	k. w.	Habel	HAMBURG-AMERIKA LINE	On 13th Oct.
MARSEILLE, HAVRE & HAMBURG, &c.	ARMENIA	Ger. str.	k. w.	Rohde	HAMBURG-AMERIKA LINE	On 9th Nov.
MARSEILLE, LONDON & ANTWERP	CARNATIONSHIRE	Brit. str.	—	Gregory	JARDINE, MATHESON & Co., Ltd.	About 17th inst.
MARSEILLE, LONDON & ANTWERP via SINGAPORE, &c.	YARBA	Frean. str.	—	Ristorcelli	MESSAGERIES MARITIMES	On 11th Oct., at 1 p.m.
HAVRE, BREMEN & HAMBURG, &c.	AMBRIA	Ger. str.	k. w.	Donat	HAMBURG-AMERIKA LINE	On 6th Oct.
MARSEILLE, LONDON & ANTWERP via SINGAPORE, &c.	IYO MARU	Jap. str.	—	H. Takada	NIPPON YUSEN KAISHA	On 12th Oct., at D'light
MARSEILLE, LONDON & ANTWERP via SINGAPORE, &c.	C. FRED. LARSEN	Ger. str.	k. w.	Kniel	HAMBURG-AMERIKA LINE	On 23rd Oct., at D'light
MARSEILLE, LONDON & ANTWERP via SINGAPORE, &c.	HIRAN MARU	Jap. str.	—	A. Christensen	NIPPON YUSEN KAISHA	On 23rd Oct., at Noon
MARSEILLE, LONDON & ANTWERP via SINGAPORE, &c.	TANGO MARU	Jap. str.	—	A. Christensen	NIPPON YUSEN KAISHA	On 5th Nov., at D'light
MARSEILLE, LONDON & ANTWERP via SINGAPORE, &c.	DEEPFLINGER	Ger. str.	—	G. Meiners	MELCHERS & Co.	On 5th Oct., at Noon
NEW YORK via PORTS & SUEZ CANAL	INDRAVILLI	Am. str.	—	—	SHEWAN, TOMES & Co.	About 21st Oct.
BOSTON & NEW YORK	MUNCASTER CASTLE	Brit. str.	—	—	DODWELL & Co., Ltd.	About 5th Oct.
BOSTON & NEW YORK	INDRAWADI	Brit. str.	—	W. Gray, Williams	JARDINE, MATHESON & Co., Ltd.	About 13th Oct.
VICTORIA, B.C., VANCOUVER, & SEATTLE, &c.	KUMERIC	Brit. str.	—	G. B. McGill	DODWELL & Co., Ltd.	On 20th Oct.
VANCOUVER via SHANGHAI, JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 8th Oct., at 6 p.m.
VANCOUVER via SHANGHAI, JAPAN, &c.	MONTAGLE	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 8th Nov., at Noon
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	SEATTLE MARU	Jap. str.	—	T. Saito	OSAKA SHOSHEN KAISHA	On 11th Oct., at Noon
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	INABA MARU	Jap. str.	—	K. Kawara	NIPPON YUSEN KAISHA	On 8th Nov., at Noon
CALLAO, IQUIQUE, &c., via JAPAN PORTS, &c.	TAMBA MARU	Jap. str.	—	K. Sato	NIPPON YUSEN KAISHA	On 22nd Oct., at Noon
AUSTRALIAN PORTS via MANILA	BUYO MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	To-morrow, at Noon
AUSTRALIAN PORTS via MANILA	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	To-morrow, at Noon
AUSTRALIAN PORTS via MANILA	CHANGSHA	Ger. str.	1 m.	G. W. Eidy	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
AUSTRALIAN PORTS via MANILA	COBLENZ	Ger. str.	—	H. Raegenar	MELCHERS & Co.	On 8th Oct., at D'light
KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 24th Oct., at Noon
KOBE & YOKOHAMA	TANGO MARU	Jap. str.	—	A. Christensen	NIPPON YUSEN KAISHA	To-day, at 5 p.m.
KOBE & YOKOHAMA	PEKIN WADZIMAR	Ger. str.	—	E. Isoko	MELCHERS & Co.	About 18th Oct.
JAPAN	KUMANO MARU	Jap. str.	—	M. Winkler	NIPPON YUSEN KAISHA	On 26th Oct., at Noon
TIENSIN via WATOW WEIHAUWET & CHEFOO	TIYMAH	Dut. str.	—	Bozman	JAVA-CHINA-JAPAN LINE	Quick despatch
CHEFOO, TIENSIN	CHICHING	Brit. str.	—	P. Mooney	JARDINE, MATHESON & Co., Ltd.	On 6th Oct., at Noon
SHANGHAI, KOBAYASHI, & YOKOHAMA	HUTCHINSON	Brit. str.	—	E. Forth	MELCHERS & Co.	On 6th Oct., at 4 p.m.
SHANGHAI, MOJI, KOBAYASHI, & YOKOHAMA	YORCK	Brit. str.	—	J. Randermaun	MELCHERS & Co.	About 5th Oct.
SHANGHAI, KOBAYASHI, & YOKOHAMA	BORNEO	Brit. str.	—	W.H.S. Hall, R.N.R.	P. & O. S. N. Co.	About 6th Oct.
SHANGHAI, KOBAYASHI, & YOKOHAMA	DUMREA	Frean. str.	—	Rebafat	MESSAGERIES MARITIMES	On 10th Oct., p.m.
SHANGHAI, KOBAYASHI, & YOKOHAMA	NANCHANG	Brit. str.	1 m.	Kenzie	BUTTERFIELD & SWIRE	On 5th Oct., at 4 p.m.
SHANGHAI, KOBAYASHI, & YOKOHAMA	WOSANG	Brit. str.	—	A. A. Campbell	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon
SHANGHAI, KOBAYASHI, & YOKOHAMA	CHENAN	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
SHANGHAI, KOBAYASHI, & YOKOHAMA	BOMBAY MARU	Jap. str.	—	Tegazaka	NIPPON YUSEN KAISHA	To-day.
SHANGHAI, KOBAYASHI, & YOKOHAMA	ASSATE	Brit. str.	—	Owen Jones, R.N.R.	P. & O. S. N. Co.	On 1st Oct., at 10 A.M.
SHANGHAI, KOBAYASHI, & YOKOHAMA	LYMAN	Brit. str.	1 m.	C. Lindburgh	BUTTERFIELD & SWIRE	On 1st Oct., at D'light
SHANGHAI, KOBAYASHI, & YOKOHAMA	KUTANG	Brit. str.	—	Bradley	JARDINE, MATHESON & Co., Ltd.	On 4th Oct., at Noon
SHANGHAI, KOBAYASHI, & YOKOHAMA	BUYUN MARU	Jap. str.	—	Y. Fusuo	OSAKA SHOSHEN KAISHA	On 6th Oct., at Noon
SHANGHAI, KOBAYASHI, & YOKOHAMA	ARMENIA	Ger. str.	k. w.	—	HAMBURG-AMERIKA LINE	On 6th Oct.
SHANGHAI, KOBAYASHI, & YOKOHAMA	SIAM	Dan. str.	—	—	MELCHERS & Co.	On 6th Dec.
SHANGHAI, KOBAYASHI, & YOKOHAMA	PEKING	Swed. str.	—	—	OLDF WILK & Co., Ltd.	On 15th Oct.
SHANGHAI, KOBAYASHI, & YOKOHAMA	SENEGAMBIA	Ger. str.	k. w.	Eckhorn	HAMBURG-AMERIKA LINE	On 21st Oct.
SHANGHAI, KOBAYASHI, & YOKOHAMA	TIKINI	Dut. str.	—	H. Koops	JAVA-CHINA-JAPAN LINE	Quick despatch
TAKAO, SHANGHAI, PUKOW, HANKOW, &c.	PESHAWAR	Brit. str.	—	C. F. Lockstone	P. & O. S. N. Co.	About 30th Oct.
TAMBUI via SWATOW & AMOY	DAIJIN MARU	Jap. str.	—	Y. Kaboraki	OSAKA SHOSHEN KAISHA	On 2nd Oct., at 10 A.M.
SWATOW	HAIMUN	Brit. str.	2 h.	A. H. Stewart	DOUGLAS LAFRAIK & Co.	On 7th Oct., at 11 A.M.
SWATOW, AMOY & FOCHOW	LAICHING	Brit. str.	2 h.	W. C. Westmore	DOUGLAS LAFRAIK & Co.	To-morrow, at 10 A.M.
SWATOW, AMOY & FOCHOW	HAIFAN	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAFRAIK & Co.	On 4th Oct., at 10 A.M.
SWATOW, AMOY & FOCHOW	HAIFANG	Brit. str.	2 h.	A. E. Hodgins	DOUGLAS LAFRAIK & Co.	On 1st Oct., at Noon
HOIOW & HAIPHONG	SINGAN	Brit. str.	1 m.	Jameson	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
MANILA	LOONGSANG	Brit. str.	—	S. J. Payas	JARDINE, MATHESON & Co., Ltd.	On 1st Oct., at Noon
MANILA	ZAFIRO	Brit. str.	—	A. Fraser	BUTTERFIELD & SWIRE	On 4th Oct., at 4 p.m.
MANILA	TAMING	Brit. str.	1 m.	Pennfather	JARDINE, MATHESON & Co., Ltd.	On 8th Oct., at Noon
MANILA	YUENSANG	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co., Ltd.	On 7th Oct., at 4 p.m.
MANILA	BUBY	Brit. str.	—	R. Redger	SHEWAN, TOMES & Co.	On 8th Oct., at Noon
LOLOLO & CEBU	KATOPON	Brit. str.	1 m.	Mathias	JARDINE, MATHESON & Co., Ltd.	On 10th Oct., at Noon
SANDAKAN	MARANG	Brit. str.	—	Wigall	JARDINE, MATHESON & Co., Ltd.	On 10th Oct., at Noon
SANDAKAN	BORNEO	Brit. str.	—	F. Semblat	MELCHERS & Co.	End of Oct.
BOMBAY via SINGAPORE, & COLOMBO	HAKATA MARU	Jap. str.	—	A. Mocker	NIPPON YUSEN KAISHA	On 4th Oct.
SINGAPORE, PENANG & CALCUTTA	CATHERINE APCAR	Brit. str.	—	G. F. Hudson	DAVID SASSON & Co., Ltd.	On 1st Oct., at Noon
SINGAPORE, PENANG & CALCUTTA	NAMSBANG	Brit. str.	—	M. B. Lake	JARDINE, MATHESON & Co., Ltd.	On 8th Oct., at Noon
BATAVIA, CHERIBON, SAMARANG, &c.	TULITANIP	Dut. str.	—	Zwart	JAVA-CHINA-JAPAN LINE	Quick despatch

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ASSAYE, Capt. Owen Jones, R.N.R.	10 A.M. 29th Sept.	Freight and Passage.
LONDON VIA USUAL PORTS	DELHI, Capt. G. W. Gordon, R.N.R.	Noon, 1st Oct.	See Special Advertisement.
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and ALEXANDRIA	SYRIA, Capt. D. C. Grogan, R.N.R.	About 5th Oct.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	BORNEO, Capt. W. H. S. Hall	About 6th Oct.	Freight and Passage.
TAKAO, SHANGHAI, PUKOW, HANKOW, NAGASAKI, MOJI, KOBE and YOKOHAMA	PESHAWUR, Capt. C. E. Lockstone, R.N.R.	About 3rd Oct.	Freight only.

For Further Particulars, apply to
Hongkong, 28th September, 1910

E. HEWETT,
Superintendent

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMER	TO SAIL
SHANGHAI	"CHENAN"	On 29th Sept., 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	On 30th Sept., 4 P.M.
HOIHOW & HAIPHONG	"SINGAN"	On 1st Oct. at Noon.
SHANGHAI	"LINAN"	On 1st Oct. at Night.
TSINGTAU, CHEFOO & NEWCHANG	"NANCHANG"	On 5th Oct. 4 P.M.
MANILA	"TAINING"	On 4th Oct. 4 P.M.
CELEBO & TIENTSIN	"KAIFONG"	On 6th Oct. 4 P.M.
CHIEFOO & TIENTSIN	"HUICHOW"	On 6th Oct. 4 P.M.

DIRECT SAILINGS TO WEST RIVER, TWICE WEEKLY.

S.S. "LINTAN" and S.S. "GANULI".
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.
MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.
NB—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.
These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN.
For Freight or Passage apply to—
HONGKONG, 28th September, 1910

BUTTERFIELD & SWIRE,
AGENTS.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
COPENHAGEN	"RUBOMA"	On 1st October.
COPENHAGEN	"TRANQUEBAR"	On 20th October.
SHANGHAI, YOKOHAMA and KOBE	"SIAM"	On 6th December.

For Further Particulars apply to
Hongkong, 17th September, 1910.

MELOCHERS & CO.,
AGENTS.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHEW AND RETURN.

STEAMSHIPS	CAPTAIN	LEAVING.
"HAITAN"	Capt. J. W. Evans	FRIDAY, 30th Sept., at 10 A.M.
"HAIYANG"	Capt. A. E. H. dgins	TUESDAY, 4th Oct., at 10 A.M.
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 7th Oct., at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

HAIMUN, Capt. A. H. Stewart, SUNDAY, 2nd Oct., at 11 A.M.
STEAMERS will arrive at and Depart from the Company's Wharf (near Blake Pier).
During the Month of September, a Special Reduction of 20 per cent. on Fares to Foochow and Return will be Allowed.

For Freight and Passage apply to—

DOUGLAS, LAFRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 29th September 1910.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
TIENTSIN VIA SWATOW WEIHAI-WEI and CHEFOO	"CHIPSHING"	Friday, 30th Sept., Noon.
SHANGHAI VIA SWATOW	"WOSANG"	Friday, 30th Sept., Noon.
MANILA	"LOONGSANG"	Friday, 30th Sept., 4 P.M.
SHANGHAI, KOBE & MOJI	"KUTSANG"	Tuesday, 4th Oct., Noon.
MANILA	"TUENSANG"	Friday, 7th Oct., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Saturday, 8th Oct., Noon.
SANDAKAN	"MAUSANG"	Monday, 10th Oct., Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOORSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A duly qualified surgeon is also carried.
Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.
Taking Cargo on through Bills of Lading to Kuantan, Lahad, Duta, Simporna, Tawau, Uman, Jemolton and Labuan.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,
HONGKONG, 27th September, 1910.

GENERAL MANAGER

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, etc. VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (MEXICO).

STEAMERS	TONS	SAILING DATES
S.S. BUJO MARU	10,500 tons gross	Sail Oct. 22nd, at Noon.
S.S. HONGKONG MARU	11,000 "	Dec. 21st, at Noon.
S.S. KIYO MARU	17,200 "	About Mid Feb. 1911

For particulars apply to

N. YAMADA, Acting Manager.

TOYO KISEN KAISHA, King's Building.

Hongkong 1st September, 1910.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	IYO MARU Capt. R. Takeda	7,000	WED'DAY, 12th Oct., at Daylight.
	HIRANO MARU Capt. H. Fraser	9,000	WED'DAY, 26th Oct., at Daylight.
	TANGO MARU Capt. A. Christiansen	8,000	WED'DAY, 9th Nov., at Daylight.
VICTORIA B.C. & SEATTLE	KAMAKURA MARU Capt. J. Naga	7,000	SATURDAY, 8th Oct., from Kona.
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	INABA MARU Capt. K. Kawano	7,000	TUESDAY, 11th Oct., at Noon.
	TAMBA MARU Capt. K. Sato	7,000	TUESDAY, 8th Nov., at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. T. Sekine	5,000	FRIDAY, 30th Sept., at Noon.
	NIKKO MARU Capt. M. Yagi	6,000	FRIDAY, 28th Oct., at Noon.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU Capt. M. Winkler	6,000	WED'DAY, 26th Oct., at Noon.
SHANGHAI, MOJI and KOBE	BOMBAY MARU Capt. T. Tamaoka	5,000	THURSDAY, 29th September.
KOBE and YOKOHAMA	TANGO MARU Capt. A. Christiansen	8,000	THURSDAY, 29th Sept., at 5 P.M.
BOMBAY via SINGAPORE, and COLOMBO	HAKATA MARU Capt. A. Mosker	7,000	TUESDAY, 4th October.

Calling at Saigon.

Fitted with New System of Wireless Telegraphy. Cargo only. Carries Deck Passengers.

PASSENGER SEASON, 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

TO MARSEILLES AND LONDON VIA SUEZ CANAL.

Steamers	Tons	Leave H.K.	RATES OF PASSAGE.
MIYASAKI MARU	9000	15th Feb.	To London, per New Steamer
KITANO	9000	1st Mar.	1st Class S 550.00
IYO	7000	15th "	2nd Class S 325.00
HIRANO	9000	29th "	3rd Class S 260.00
TANGO	8000	12th April	"old str. 1st Class S 540.00
KAMO	9000	26th "	" 1st Class S 500.00
AKI	7000	10th May	" 2nd Class S 330.00
MISHIMA	9000	24th "	" 3rd Class S 260.00

VICTORIA, B.C., & SEATTLE, WASH., U.S.A.

Steamers	Tons	Leave H.K.	RATES OF PASSAGE.
AWA MARU	7000	28th Feb.	To Pacific Coast Common Points:
INABA	7000	28th Mar.	1st Class S 430
TAMBA	7000	25th April	2nd Class S 421
AWA	7000	23rd May	To London via New York:
			1st Class S 260
			via St. Lawrence: 1st Class S 259

For further information as to Freight, Passage, Sailings, &c., apply to—

T. KUSUMOTO,

Hongkong, 7th September, 1910.

MANAGER.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.



STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	A. Fraser	Manila	On 1st Oct., Noon.
RUBI	2540	R. Rodger	Manila	On 8th Oct., Noon.

For Freight or Passage apply to
Hongkong, 5th September, 1910

SHEWAN, TOMES & Co.,
General Managers.

HAMBURG-AMERIKA LINIE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO.

to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:	
S.S. ARMENIA	6th Oct.
S.S. SENEGAMBIA	21st Oct.
S.S. SUEVIA	4th Nov.
S.S. WESTPHALIA	17th Nov.
S.S. ARABIA	18th Nov.
S.S. SCANDIA	1st Dec.
S.S. BRINDAVIA	16th Dec.
S.S. SLAVONIA	30th Dec.

For Further Particulars, apply to—

HOMEWARD.

FOR HAVRE, BREMEN & HAMBURG:	
S.S. AMERICA	6th Oct.
FOR HAVRE, HAMBURG & ANTWERP:	
S.S. BADENIA	6th Oct.
FOR HAVRE & HAMBURG:	
S.S. ALEZIA	13th Oct.
FOR HAVRE & HAMBURG:	
S.S. C. FRED. L. EISEN	23rd Oct.
FOR ROTTERDAM, HAVRE & ANTWERP:	
S.S. BELGRAVIA	31st Oct.
FOR MARSEILLES, HAVRE & HAMBURG:	
S.S. ARMENIA	9th Nov.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 29th September 1910.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.
(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.



FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via MOJI, KOBE and YOKOHAMA	"SEATTLE MARU" Capt. T. Saito	6,182	WED'DAY, 5th Oct., at Noon.
	"CHICAGO MARU" Capt. I. Goto	6,182	WED'DAY, 2nd Nov., at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
TAMSUI VIA SWATOW, & AMOY	"DALJIN MARU" Capt. Y. KUBURAKI	SUNDAY, 2nd Oct., at 10 A.M.
SHANGHAI VIA SWATOW, AMOY & FOOCHEW	"BUJUN MARU" Capt. Y. FUSEBO	THURSDAY, 6th Oct., at Noon.

Special Reduction of 20 per cent. will be allowed to 1st and 2nd Class Passengers to Foochow during the month of September, 1910.
CHEAPEST THROUGH PASSAGE TO NANKING, in connection with The NISSHIN KISEN KAISHA's Steamers at Shanghai, for The NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st CLASS	2nd CLASS	3rd CLASS
\$78.00	\$55.00	\$27.00

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair Speed, Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

The Newly Built Steamers: "CHOSUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

S. HIROL,
MANAGER

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

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TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
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OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION PLAYS of 1910, AND THE ANGLO-JAPANESE EXHIBITION of 1910.

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32, WATER STREET YOKOHAMA.

O. B. ICE

Made from distilled water only. Quadruplicate filtration. Absolute purity assured. Plant open to inspection at all times.

ORIENTAL BREWERY, LTD.

BREWERS AND MANUFACTURERS OF ICE,

DEPOT: 55 & 57, DES VŒUX ROAD.

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